

				Non-Junction							Total Crashes	Fatal and Injury Crashes	
<u>N-37</u>	<u>Beq RP</u>	<u>End RP</u>	<u>SPF Model</u>	<u>Total Crashes</u>	<u>Fatal Crashes</u>	<u>Suspected Serious Injury Crashes</u>	<u>Suspected Minor Injury Crashes</u>	<u>Possible Injury Crashes</u>	<u>No Apparent Injury Crashes</u>	<u>AADT</u>	<u>LOSS Rating</u>	<u>LOSS Rating</u>	<u>Length</u>
Segment 1:	007+0.360	010+0.580	RFR2UH	1	1	0	0	0	0	2031	I	II	3.22
Segment 2:	012+0.760	017+0.380	RFR2UH	5	0	1	0	0	4	2051	II	II	4.62
Segment 3:	018+0.410	021+0.310	RFR2UH	3	0	0	1	0	2	2398	I	II	2.9
Segment 4:	022+0.180	037+0.580	RFR2UH	26	5	3	4	1	13	2650	II	II	15.4
Segment 5:	041+0.920	046+0.310	RM2UH	11	3	0	3	1	4	2733	II	III	4.39
Segment 6:	053+0.300	060+0.830	RM2UH	15	0	0	3	0	12	2025	II	II	7.53
Segment 7:	061+0.470	103+0.460	RFR2UH	73	2	1	13	1	56	1681	II	II	41.999
<u>N-23</u>	<u>Beq RP</u>	<u>End RP</u>	<u>SPF Model</u>										
Segment 1:	076+0.260	078+0.760	RFR2UH	3	0	0	1	0	2	2220	II	II	2.5
Segment 2:	079+0.540	139+0.430	RFR2UH	98	1	4	16	8	69	2128	II	II	59.89
Total				235	12	9	41	11	162	142.449			

Safety Performance Function (SPF) Statistical Models

RFR2UH – Rural Flat Rolling 2-lane undivided highway

RM2UH – Rural Mountainous 2-lane undivided highway

Level of Service of Safety (LOSS) Definitions

LOSS I – Indicates a low potential for crash reduction

LOSS II – Indicates a low to moderate potential for crash reduction

LOSS III – Indicates a moderate to high potential for crash reduction

LOSS IV – Indicates a high potential for crash reduction